

**MARKET IS ACTIVE  
NEAR YEAR'S END**

Call Money Rates Went Higher,  
but Advance Was Not  
Violent.

**EXTENT OF CALLING SMALL**

Call for Repayment of Instalment  
of Government Loan a Complicating Factor.

NEW YORK, December 30.—The  
eventful financial year drew towards  
its close with activity in stocks to-  
day, under the extraordinary seasonal  
circumstances. Call money rates went  
higher, but the advance was not so  
violent as had been feared. The extent  
of the actual calling of loans  
seemed to be small. A complicating  
factor in the money market was the  
notice from the Secretary of the Treas-  
ury to the national banks in New York  
that they would be expected to pay  
over 10 per cent of the government de-  
posits held in daily instalments cov-  
ering the national debt. There is a  
growth of confidence in the rate of  
improvement in the money situation  
which is to be expected after New  
Year's. The action of the day's call  
loan market gave some feeling of as-  
surance that even the temporary needs  
of the yearly settlements might be  
passed without notable disturbance of  
the money rate. An incident of the  
day was some increased offerings of  
bonds in the money market, although  
the increase was not sufficient to  
alter materially the almost dormant  
state of that department. Money  
rates were fully retained at the closing.  
Bonds were firm. Total sales  
par value, \$2,722,000. United States  
twice declined to be called. Call  
Total sales to-day, \$75,000 shares.

NEW YORK, December 30.—Money  
on call firm, 10 to 12 per cent. Call  
rate, 15, closing—offered at 2 per cent.  
Time loans strong; sixty days, 8 to 10  
per cent, and ninety days, 8 per cent;  
six months, 8 to 9 per cent. Close.  
Prime mercantile paper, 8 to 10 per cent.  
Sterling exchange weak, with actual  
business in bankers' bills at \$4.84 1/2  
for demand, and at \$4.81 1/2 for  
sixty-day bills. Commercial bills, \$4.77.  
Bar silver, 52 1/2. Mexican dollars, 40 1/2.  
Government bonds easy. Railroad  
bonds firm.

**RICHMOND STOCK MARKET.**  
Richmond, Va., December 30, 1907.  
**STATE SECURITIES.** Bid. Asked.  
Va. 2d. Old, C. and R. 1902... 92 92 1/2  
Va. Centuries, 2d. C. and R. 1902... 92 92 1/2  
**RAILROAD BONDS.** Bid. Asked.  
A. C. L. R. R. Com. Tr. 1st. p. c. 85... 85 85 1/2  
Georgia Pacific 1st. p. c. 1902... 85 85 1/2  
Georgia, Sou. and Fla. 1st. p. c. 1902... 85 85 1/2  
Richmond and West. 1st. p. c. 1902... 85 85 1/2  
Nor. and West. 1st. p. c. 1902... 85 85 1/2  
Nor. and West. 2d. p. c. 1902... 85 85 1/2  
Western N. C. 1st. p. c. 1902... 85 85 1/2  
**RAILROAD STOCKS.** Par.  
Atlantic Coast Line com. 100 65  
Cies. and Ohio... 100 60  
Norfolk and West. com. 100 64  
Neville and Trust Co. 100 60  
Neville National... 100 60  
National Bank of Va. 100 112  
**MISCELLANEOUS.**  
Amer. Locomotive pfd. 100 55  
Amer. Tob. & C. pfd. 100 50  
Tob. & C. pfd. 100 50  
Va. Car. Chem. pfd. 100 85

**BALTIMORE STOCK MARKET.**  
BALTIMORE, MD., December 30.—Sea-  
board Air Line, common and preferred—  
Nothing doing.  
**COTTON MARKETS.**  
NEW YORK, December 30.—The feature  
in the cotton market to-day was the January  
futures, which caused considerable activity  
and the stopping of which was followed by  
a sharp advance in prices. The close was  
easy at a new advance of 1/16 cent. The  
futures were estimated at 35,000 bales. The  
market opened firm, but very irregular at  
the opening of 8 points. In the afternoon  
the near months were lower, owing to  
reports that notices representing about  
5,000 bales had been received from January  
contracts, but as January sold up from 10.50  
to 10.12 during the first few minutes the  
indications were that the weak interest in  
January had been liquidated and that the  
notices were being promptly stopped. This  
view influenced the later positions on the  
call, and shortly after the opening all the  
active months were selling 18 1/2 points  
higher as a result of covering and bull sup-  
port. During the middle of the day the  
market reacted several points from the top  
and ruled quiet, but became more active  
again toward the close, when the near  
months were particularly firm on reports of  
higher spot markets in the South, and the  
prices were within a point or two of the  
high level for the day. In the late session  
January sold within 17 points of March,  
whereas January was 27 points under March  
at the close last week. It was reported  
that the spot buyers, commonly referred to  
as the December bull clique, had both issued  
and stopped the January notices, and there  
was a rumor that the cotton was being  
peeled out to Liverpool. Aside from the  
notices there was little feature to the news  
and trading was largely local.  
Receipts at the ports to-day were 71,915  
bales against 48,749 last week and 75,757  
last year. Receipts for the week were 519,495  
bales against 543,311 last week and 514,742  
last year. To-day's receipts at New Orleans  
23,301 bales against 27,341 last year.  
Cotton futures opened firm and closed  
sluggish.  
December... 11.00 11.31 10.98 11.50  
January... 10.29 10.50 10.30 10.98  
February... 10.50 10.83 10.50 10.87  
March... 10.62 10.79 10.62 10.75  
April... 10.67 10.87 10.72 10.83  
May... 10.73 10.85 10.72 10.83  
June... 10.78 10.88 10.78 10.83  
July... 10.83 10.92 10.82 10.83  
August... 10.83 10.92 10.82 10.83  
September... 10.83 10.92 10.82 10.83  
October... 10.83 10.92 10.82 10.83  
Spot cotton closed quiet; middling up-  
ders, 11.50; middling gulf, 12.00; sales, 900  
bales.  
Cotton, quiet; middling, 11.50; gross re-  
ceipts, 10,246 bales; sales, 900 bales; stock,  
525,140 bales.  
Total to-day at all ports—Net receipts,  
71,915 bales; export to Great Britain, 6,849  
bales; to France, 20,932 bales; to the Conti-  
nent, 25,614 bales; to Japan, 12,045 bales;  
stock, 1,021,112 bales.  
Consolidated at all ports—Net receipts,  
125,652 bales; export to Great Britain, 51,992  
bales; to France, 41,800 bales; to the Conti-  
nent, 46,311 bales; to Japan, 2,095 bales.  
Total since September 1st at all ports—  
Net receipts, 4,357,112 bales; export to Great  
Britain, 1,577,013 bales; to the Continent,  
1,562,095 bales; to Japan, 72,259 bales; to  
Mexico, 1,020 bales.

**NEW ORLEANS, LA., December 30.**  
COTTON—Spots were firm at an advance of  
1/16; middling, 11 1/2. Sales were 4,650 bales  
on the spot and 1,550 to arrive. Futures  
opened very steady, 9 to 10 points above the  
close Saturday, following reports from New  
York that January tenders would be promp-  
tly stopped by a larger spot market and that  
the market was being liquidated and that  
the notices were being promptly stopped. This  
view influenced the later positions on the  
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**Thomas Branch  
& Co.**  
(Established 1838.)  
MEMBERS  
New York Stock Exchange,  
New York Cotton Exchange.  
PRIVATE WIRES TO  
PRINCIPAL MARKETS.  
Investment Securities.

**OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.**

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Bid.	Asked.	SALES:	Open.	High.	Low.	Bid.	Asked.
Allis-Chalmers, pfd.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	Int. Metropolitan, pfd.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
24,300 Amalgamated Copper	47 1/2	48 1/2	47 1/2	47 1/2	48 1/2	International Paper	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
American Can	47 1/2	48 1/2	47 1/2	47 1/2	48 1/2	800 Int. Paper, pfd.	64 1/2	65 1/2	64 1/2	64 1/2	65 1/2
American Car. & Foundry	31 1/2	32 1/2	31 1/2	31 1/2	32 1/2	100 Louisville and Nashville	120 1/2	121 1/2	120 1/2	120 1/2	121 1/2
Amer. Car and Foundry, pfd.	31 1/2	32 1/2	31 1/2	31 1/2	32 1/2	100 Manhattan	120 1/2	121 1/2	120 1/2	120 1/2	121 1/2
Amer. Locomotive, pfd.	33 1/2	34 1/2	33 1/2	33 1/2	34 1/2	Metro. Street Railway	14 1/2	15 1/2	14 1/2	14 1/2	15 1/2
14,170 American Smelting	21 1/2	22 1/2	21 1/2	21 1/2	22 1/2	1700 Mexican Central	14 1/2	15 1/2	14 1/2	14 1/2	15 1/2
14,170 American Smelting, pfd.	21 1/2	22 1/2	21 1/2	21 1/2	22 1/2	5,000 Mo. Kan. and Tex. pfd.	47 1/2	48 1/2	47 1/2	47 1/2	48 1/2
American Tobacco, com.	24 1/2	25 1/2	24 1/2	24 1/2	25 1/2	1,900 Missouri Pacific	47 1/2	48 1/2	47 1/2	47 1/2	48 1/2
American Tobacco, pfd.	24 1/2	25 1/2	24 1/2	24 1/2	25 1/2	Nash. Chat. and St. L.	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2
Ancon Copper	28 1/2	29 1/2	28 1/2	28 1/2	29 1/2	Nash. Chat. and St. L., pfd.	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2
1,870 Atchafalaya	10 1/2	11 1/2	10 1/2	10 1/2	11 1/2	Norfolk and Western	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
100 Atchafalaya, pfd.	10 1/2	11 1/2	10 1/2	10 1/2	11 1/2	100 Northern Pacific	115 1/2	116 1/2	115 1/2	115 1/2	116 1/2
300 Atlantic Coast Line	69 1/2	70 1/2	69 1/2	69 1/2	70 1/2	Pacific Mail	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2
800 Baltimore and Ohio	81 1/2	82 1/2	81 1/2	81 1/2	82 1/2	13,410 Pennsylvania	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2
1,350 Brooklyn Rapid Transit	29 1/2	30 1/2	29 1/2	29 1/2	30 1/2	Pennsylvania, pfd.	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2
2,475 Canadian Pacific	16 1/2	17 1/2	16 1/2	16 1/2	17 1/2	100 Pressed Steel Car, pfd.	19 1/2	20 1/2	19 1/2	19 1/2	20 1/2
200 Chesapeake and Ohio	30 1/2	31 1/2	30 1/2	30 1/2	31 1/2	100 Reading	14 1/2	15 1/2	14 1/2	14 1/2	15 1/2
500 Chicago Great Western	8 1/2	9 1/2	8 1/2	8 1/2	9 1/2	100 Republic I. and S. pfd.	66 1/2	67 1/2	66 1/2	66 1/2	67 1/2
6,900 Chi. Mil. and St. Paul	10 1/2	11 1/2	10 1/2	10 1/2	11 1/2	100 Rock Island, pfd.	28 1/2	29 1/2	28 1/2	28 1/2	29 1/2
Chi. M. and St. Paul, pfd.	10 1/2	11 1/2	10 1/2	10 1/2	11 1/2	700 Rock Island	28 1/2	29 1/2	28 1/2	28 1/2	29 1/2
500 Chicago and Northwest	10 1/2	11 1/2	10 1/2	10 1/2	11 1/2	7,400 Southern Pacific	74 1/2	75 1/2	74 1/2	74 1/2	75 1/2
100 Colorado Fuel and Iron	22 1/2	23 1/2	22 1/2	22 1/2	23 1/2	Southern Railway	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
1,700 Colorado and Southern	22 1/2	23 1/2	22 1/2	22 1/2	23 1/2	100 Southern Railway, pfd.	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
800 Col. and South. 1st pfd.	40 1/2	41 1/2	40 1/2	40 1/2	41 1/2	Ry. Steel Spring, pfd.	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
700 Col. and South. 2d pfd.	40 1/2	41 1/2	40 1/2	40 1/2	41 1/2	Texas Pacific	115 1/2	116 1/2	115 1/2	115 1/2	116 1/2
100 Consolidated Gas	95 1/2	96 1/2	95 1/2	95 1/2	96 1/2	5,700 Union Pacific	115 1/2	116 1/2	115 1/2	115 1/2	116 1/2
700 Delaware and Hudson	14 1/2	15 1/2	14 1/2	14 1/2	15 1/2	100 United States Steel	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
700 Distillers' Sec. Corp.	14 1/2	15 1/2	14 1/2	14 1/2	15 1/2	6,900 United States Steel, pfd.	20 1/2	21 1/2	20 1/2	20 1/2	21 1/2
700 Erie, 1st pfd.	35 1/2	36 1/2	35 1/2	35 1/2	36 1/2	100 Va. Car. Chemical	89 1/2	90 1/2	89 1/2	89 1/2	90 1/2
210 Erie, 2d pfd.	35 1/2	36 1/2	35 1/2	35 1/2	36 1/2	100 Va. Car. Chemical, pfd.	89 1/2	90 1/2	89 1/2	89 1/2	90 1/2
General Electric	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2	200 Wabash	104 1/2	105 1/2	104 1/2	104 1/2	105 1/2
6,300 Great Northern pfd.	110 1/2	111 1/2	110 1/2	110 1/2	111 1/2	100 Wabash, pfd.	18 1/2	19 1/2	18 1/2	18 1/2	19 1/2
6,100 Great Northern Off. effs.	60 1/2	61 1/2	60 1/2	60 1/2	61 1/2	200 Western	54 1/2	55 1/2	54 1/2	54 1/2	55 1/2
200 Illinois Central	122 1/2	123 1/2	122 1/2	122 1/2	123 1/2	Total sales, 287,000 shares.					
2,200 Int. Metropolitan	7 1/2	8 1/2	7 1/2	7 1/2	8 1/2						

## CLOSING BOND QUOTATIONS.

U. S. refunding 2s. registered	104 1/2	Chicago, R. I. and Pac. R. R. col. 5s.	74 1/2	New Jersey Central gen. 5s (bid.)	118
U. S. refunding 2s. coupon	104 1/2	Cl. C. C. and St. Louis gen. 4s. (bid.)	92	Northern Pacific 4s.	84
U. S. 2s. registered	104 1/2	Colorado Industrial 5s. series A	96	Norfolk and Western col. 4s. (bid.)	92 1/2
U. S. 3s. registered	104 1/2	Colorado Midland 4s. (bid.)	81 1/2	Oregon Short Line rfdg. 4s.	80 1/2
U. S. 4s. registered	104 1/2	Colorado and Southern 4s.	81 1/2	Pennsylvania gen. 4 1/2s.	92 1/2
U. S. New 4s. coupon	113	Cuba 5s.	100 1/2	Reading General 4s.	82 1/2
American Tobacco 4s.	80 1/2	Denver and Rio Grande 4s.	82 1/2	St. Louis and Iron Mountain col. 4s.	100 1/2
American Tobacco 5s.	80 1/2	Denver and Rio Grande 5s.	82 1/2	St. Louis and San Francisco 4s.	82 1/2
American Tobacco 6s.	80 1/2	Erie prior lien 4s.	84 1/2	St. Louis Southern col. 4s.	84 1/2
American Tobacco 7s.	80 1/2	Erie General 4s.	84 1/2	Seaboard Air Line 4s.	84 1/2
American Tobacco 8s.	80 1/2	Erie General 5s.	84 1/2	Southern Pacific 4s. (asked)	82 1/2
American Tobacco 9s.	80 1/2	Inter. Met. 4s.	87 1/2	Southern Pacific 4 1/2s. is certain	82 1/2
American Tobacco 10s.	80 1/2	Inter. Met. 5s.	87 1/2	Southern Railway 5s.	82 1/2
American Tobacco 11s.	80 1/2	Inter. Met. 6s.	87 1/2	Texas and Pacific 4s.	107 1/2
Atlantic Coast Line 4s.	86	Japan 4s.	85 1/2	Union Pacific 4s. and Western 4s.	107 1/2
Atlantic Coast Line 5s.	86	Japan 5s.	85 1/2	Union Pacific 5s.	101 1/2
Atlantic Coast Line 6s.	86	Japan 6s.	85 1/2	United Pacific gen. 4s.	82 1/2
Atlantic Coast Line 7s.	86	Japan 7s.	85 1/2	United States Steel 2nd 5s.	92 1/2
Atlantic Coast Line 8s.	86	Japan 8s.	85 1/2	Western Union 4s.	80 1/2
Atlantic Coast Line 9s.	86	Japan 9s.	85 1/2	Wichita Falls 4s.	84 1/2
Atlantic Coast Line 10s.	86	Japan 10s.	85 1/2	Wichita Falls 5s.	84 1/2
Atlantic Coast Line 11s.	86	Japan 11s.	85 1/2	Wichita Falls 6s.	84 1/2
Atlantic Coast Line 12s.	86	Japan 12s.	85 1/2	Wichita Falls 7s.	84 1/2
Atlantic Coast Line 13s.	86	Japan 13s.	85 1/2	Wichita Falls 8s.	84 1/2
Atlantic Coast Line 14s.	86	Japan 14s.	85 1/2	Wichita Falls 9s.	84 1/2
Atlantic Coast Line 15s.	86	Japan 15s.	85 1/2	Wichita Falls 10s.	84 1/2
Atlantic Coast Line 16s.	86	Japan 16s.	85 1/2	Wichita Falls 11s.	84 1/2
Atlantic Coast Line 17s.	86	Japan 17s.	85 1/2	Wichita Falls 12s.	84 1/2
Atlantic Coast Line 18s.	86	Japan 18s.	85 1/2	Wichita Falls 13s.	84 1/2
Atlantic Coast Line 19s.	86	Japan 19s.	85 1/2	Wichita Falls 14s.	84 1/2
Atlantic Coast Line 20s.	86	Japan 20s.	85 1/2	Wichita Falls 15s.	84 1/2
Atlantic Coast Line 21s.	86	Japan 21s.	85 1/2	Wichita Falls 16s.	84 1/2
Atlantic Coast Line 22s.	86	Japan 22s.	85 1/2	Wichita Falls 17s.	84 1/2
Atlantic Coast Line 23s.	86	Japan 23s.	85 1/2	Wichita Falls 18s.	84 1/2
Atlantic Coast Line 24s.	86	Japan 24s.	85 1/2	Wichita Falls 19s.	84 1/2
Atlantic Coast Line 25s.	86	Japan 25s.	85 1/2	Wichita Falls 20s.	84 1/2
Atlantic Coast Line 26s.	86	Japan 26s.	85 1/2	Wichita Falls 21s.	84 1/2
Atlantic Coast Line 27s.	86	Japan 27s.	85 1/2	Wichita Falls 22s.	84 1/2
Atlantic Coast Line 28s.	86	Japan 28s.	85 1/2	Wichita Falls 23s.	84 1/2
Atlantic Coast Line 29s.	86	Japan 29s.	85 1/2	Wichita Falls 24s.	84 1/2
Atlantic Coast Line 30s.	86	Japan 30s.	85 1/2	Wichita Falls 25s.	84 1/2
Atlantic Coast Line 31s.	86	Japan 31s.	85 1/2	Wichita Falls 26s.	84 1/2
Atlantic Coast Line 32s.	86	Japan 32s.	85 1/2	Wichita Falls 27s.	84 1/2
Atlantic Coast Line 33s.	86	Japan 33s.	85 1/2	Wichita Falls 28s.	84 1/2
Atlantic Coast Line 34s.	86	Japan 34s.	85 1/2	Wichita Falls 29s.	84 1/2
Atlantic Coast Line 35s.	86	Japan 35s.	85 1/2	Wichita Falls 30s.	84 1/2
Atlantic Coast Line 36s.	86	Japan 36s.	85 1/2	Wichita Falls 31s.	84 1/2
Atlantic Coast Line 37s.	86	Japan 37s.	85 1/2	Wichita Falls 32s.	84 1/2
Atlantic Coast Line 38s.	86	Japan 38s.	85 1/2	Wichita Falls 33s.	84 1/2
Atlantic Coast Line 39s.	86	Japan 39s.	85 1/2	Wichita Falls 34s.	84 1/2
Atlantic Coast Line 40s.	86	Japan 40s.	85 1/2	Wichita Falls 35s.	84 1/2
Atlantic Coast Line 41s.	86	Japan 41s.	85 1/2	Wichita Falls 36s.	84 1/2
Atlantic Coast Line 42s.	86	Japan 42s.	85 1/2	Wichita Falls 37s.	84 1/2
Atlantic Coast Line 43s.	86	Japan 43s.	85 1/2	Wichita Falls 38s.	84 1/2
Atlantic Coast Line 44s.	86	Japan 44s.	85 1/2	Wichita Falls 39s.	84 1/2
Atlantic Coast Line 45s.	86	Japan 45s.	85 1/2	Wichita Falls 40s.	84 1/2
Atlantic Coast Line 46s.	86	Japan 46s.	85 1/2	Wichita Falls 41s.	84 1/2
Atlantic Coast Line 47s.	86	Japan 47s.	85 1/2	Wichita Falls 42s.	84 1/2
Atlantic Coast Line 48s.	86	Japan 48s.	85 1/2	Wichita Falls 43s.	84 1/2
Atlantic Coast Line 49s.	86	Japan 49s.	85 1/2	Wichita Falls 44s.	84 1/2
Atlantic Coast Line 50s.	86	Japan 50s.	85 1/2	Wichita Falls 45s.	84 1/2
Atlantic Coast Line 51s.	86	Japan 51s.	85 1/2	Wichita Falls 46s.	84 1/2
Atlantic Coast Line 52s.	86	Japan 52s.	85 1/2	Wichita Falls 47s.	84 1/2
Atlantic Coast Line 53s.	86	Japan 53s.	85 1/2	Wichita Falls 48s.	84 1/2
Atlantic Coast Line 54s.	86	Japan 54s.	85 1/2	Wichita Falls 49s.	84 1/2
Atlantic Coast Line 55s.	86	Japan 55s.	85 1/2	Wichita Falls 50s.	84 1/2
Atlantic Coast Line 56s.	86	Japan 56s.	85 1/2	Wichita Falls 51s.	84 1/2
Atlantic Coast Line 57s.	86	Japan 57s.	85 1/2	Wichita Falls 52s.	84 1/2
Atlantic Coast Line 58s.	86	Japan 58s.	85 1/2	Wichita Falls 53s.	84 1/2
Atlantic Coast Line 59s.	86	Japan 59s.	85 1/2	Wichita Falls 54s.	84 1/2
Atlantic Coast Line 60s.	86	Japan 60s.	85 1/2	Wichita Falls 55s.	84 1/2
Atlantic Coast Line 61s.	86	Japan 61s.	85 1/2	Wichita Falls 56s.	84 1/2
Atlantic Coast Line 62s.	86	Japan 62s.	85 1/2	Wichita Falls 57s.	84 1/2
Atlantic Coast Line 63s.	86	Japan 63s.	85 1/2	Wichita Falls 58s.	84 1/2
Atlantic Coast Line 64s.	86	Japan 64s.	85 1/2	Wichita Falls 59s.	84 1/2
Atlantic Coast Line 65s.	86	Japan 65s.	85 1/2	Wichita Falls 60s.	84 1/2
Atlantic Coast Line 66s.	86	Japan 66s.	85 1/2	Wichita Falls 61s.	84 1/2
Atlantic Coast Line 67s.	86	Japan 67s.	85 1/2	Wichita Falls 62s.	84 1/2
Atlantic Coast Line 68s.	86	Japan 68s.	85 1/2	Wichita Falls 63s.	84 1/2
Atlantic Coast Line 69s.	86	Japan 69s.	85 1/2	Wichita Falls 64s.	84 1/2
Atlantic Coast Line 70s.	86	Japan 70s.	85 1/2	Wichita Falls 65s.	84 1/2
Atlantic Coast Line 71s.	86	Japan 71s.	85 1/2	Wichita Falls 66s.	84 1/2
Atlantic Coast Line 72s.	86	Japan 72s.	85 1/2	Wichita Falls 67s.	84 1/2
Atlantic Coast Line 73s.	86	Japan 73s.	85 1/2	Wichita Falls 68s.	84 1/2
Atlantic Coast Line 74s.	86	Japan 74s.	85 1/2	Wichita Falls 69s.	84 1/2
Atlantic Coast Line 75s.	86	Japan 75s.	85 1/2	Wichita Falls 70s.	84 1/2
Atlantic Coast Line 76s.	86	Japan 76s.	85 1/2	Wichita Falls 71s.	84 1/2
Atlantic Coast Line 77s.	86	Japan 77s.	85 1/2	Wichita Falls 72s.	84 1/2
Atlantic Coast Line 78s.	86	Japan 78s.	85 1/2	Wichita Falls 73s.	84 1/2
Atlantic Coast Line 79s.	86	Japan 79s.	85 1/2	Wichita Falls 74s.	84 1/2
Atlantic Coast Line 80s.	86	Japan 80s.	85 1/2	Wichita Falls 75s.	84 1/2
Atlantic Coast Line 81s.	86	Japan 81s.	85 1/2	Wichita Falls 76s.	84 1/2
Atlantic Coast Line 82s.	86	Japan 82s.	85 1/2	Wichita Falls 77s.	84 1/2
Atlantic Coast Line 83s.	86	Japan 83s.	85 1/2	Wichita Falls 78s.	84 1/2
Atlantic Coast Line 84s.	86	Japan 84s.	85 1/2	Wichita Falls 79s.	84 1/2
Atlantic Coast Line 85s.	86	Japan 85s.	85 1/2	Wichita Falls 80s.	84 1/2
Atlantic Coast Line 86s.	86	Japan 86s.	85 1/2	Wichita Falls 81s.	84 1/2
Atlantic Coast Line 87s.	86	Japan 87s.	85 1/2	Wichita Falls 82s.	84 1/2
Atlantic Coast Line 88s.	86	Japan 88s.	85 1/2	Wichita Falls 83s.	84 1/2
Atlantic Coast Line 89s.	86	Japan 89s.	85 1/2	Wichita Falls 84s.	84 1/2
Atlantic Coast Line 90s.	86	Japan 90s.	85 1/2	Wichita Falls 85s.	84 1/2
Atlantic Coast Line 91s.	86	Japan 91s.	85 1/2	Wichita Falls 86s.	84 1/2
Atlantic Coast Line 92s.	86	Japan 92s.	85 1/2	Wichita Falls 87s.	84 1/2
Atlantic Coast Line 93s.	86	Japan 93s.	85 1/2	Wichita Falls 88s.	84 1/2
Atlantic Coast Line 94s.	86	Japan 94s.	85 1/2	Wichita Falls 89s.	84 1/2
Atlantic Coast Line 95s.	86	Japan 95s.	85 1/2	Wichita Falls 90s.	84 1/2
Atlantic Coast Line 96s.	86	Japan 96s.	85 1/2	Wichita Falls 91s.	84 1/2
Atlantic Coast Line 97s.	86	Japan 97s.	85 1/2	Wichita Falls 92s.	84 1/2
Atlantic Coast Line 98s.	86	Japan 98s.	85 1/2	Wichita Falls 93s.	84 1/2
Atlantic Coast Line 99s.	86	Japan 99s.	85 1/2	Wichita Falls 94s.	84 1/2
Atlantic Coast Line 100s.	86	Japan 100s.	85 1/2	Wichita Falls 95s.	84 1/2